



DEPARTMENT OF TRANSPORTATION
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20591

January 30, 1970

OFFICE OF
THE CHAIRMAN

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A70-7

Honorable John H. Shaffer
Administrator
Federal Aviation Administration
Washington, D. C. 20590

Dear Mr. Shaffer:

During the course of the public hearing on the midair collision problem, our attention was directed to the advantages inherent in the publication of Terminal Area Notice Charts in Part 3 of the Airman's Information Manual. Specifically, it was pointed out that such a chart, pertinent to the Chicago area, has been in existence since 1965. The chart is also printed on the back of the Chicago Area Local Chart. It was developed by the FAA Traffic Advisory Committee in Chicago "to indicate to the operators of small or VFR aircraft the most commonly used thoroughfares of the IFR traffic into and out of O'Hare."

The designation of terminal control areas and corridors, in consonance with your recent Notice of Proposed Rulemaking 69-41, should not negate the value of Terminal Area Notice Charts similar to those presently in existence for the Chicago area.

In many terminal areas where a mixture of general aviation aircraft with air carrier and/or military aircraft is the rule, the development of charts depicting IFR and VFR corridors, similar to the Chicago area chart, would be most useful.

We recommend, therefore, that you review the Chicago Terminal Area Notice Chart in Part 3 of the Airman's Information Manual with a view toward expediting the development of similar charts for other terminal areas, wherever the mixture of traffic types warrants such action.

Sincerely yours,

John H. Reed
Chairman